

Highlights CT5

Decarbonising transport

1st CA-RES IV Plenary Meeting

17th -18th November 2021

Session 1: Lessons learned: RED1 experiences, opportunities and challenges and its influence on the RED2 implementation

The Netherlands will be the chair of the CT5 transport sessions for the upcoming period and started with the introduction of the new team. After that a representative of the European Commission provided an extensive update about the proposed revision of the RED II (RED III) in the Fit for 55 package and the state of play of the RED II implementation. The presentation of DG ENERGY was followed by an in-depth discussion and question and answer session to reach a common understanding of the complex provisions set out in the RED II, clarify on the status of the various acts and share information on the proposed revision in relation to other parts of the Fit for 55 package. This concerned in particular, targets and target calculation, feedstock-specific questions and sustainability certification guidelines. The session ended with sharing takeaways of experiences with RED I and the implementation of RED II. Member states discussed in breakout rooms on subjects that stood out in the responses to the questionnaire. This concerned, among others, cost efficiency, exchange of data (EU database), interpretation Annex IXA feedstocks.

Session 7: Promoting renewables in international mobility sectors (aviation/sea shipping/inland shipping); Interaction between sectors within the RED and possibly other (upcoming EU) legislation

This session focused on international sectors. Pioneer for sustainable aviation fuel SkyNRG gave a presentation about the role of aviation in the Dutch system, about the importance of renewables in aviation and their view on the effects the Fit for 55 package will have on the share of aviation fuels in the obligation and on feedstock usage. Consultancy bureau Studio Gear Up presented on the recent role of marine fuels as an opt-in in the Dutch obligation system and explained the specific characteristics for decarbonizing the maritime sector with regard to the Fit for 55 package. The session concluded with breakout rooms in which member states discussed their findings on the possibility of valuing marine and aviation fuels within the obligation. Although quite a few Member States have included international sectors in their national policies, only visions could be shared. It turned out to be too early to exchange experiences about implementation.